

Prices and Prospects.

TURNACE OPERATION MAKING BETTER SHOWING THAN IN MARCH

The Carnegie Steel Company
Holds Idle List to 10
Furnaces.

AR-SUPPLY DON'T TALLY

It Reports That Gain Circulation
From Time to Time; Cause Much
Trouble for Operators; A Contin-
uously Good Supply is Need of Trade.

Special to The Weekly Courier.

PITTSBURG, April 24.—The Carnegie Steel company is operating 49 of its 53 blast furnaces, the same number as a week ago. The 10 idle furnaces are out of blast, none being ranked. During the past week one furnace has been blown out for relining while an idle stack was blown in. The furnace operation as a whole is far this month has not varied materially, and makes just an appreciable better showing than the average of March. The National Tube company continues to operate 10 of its 11 stacks. The Republic Iron & Steel company has been seeking to blow in idle stack at Youngstown, and is working about ready to do so, with a view of coke practically in sight.

The merchant furnaces have lost a little time in the past week from sickness, but the bankings have not been numerous. One stack was out on Saturday noon to Monday noon. The merchant stacks have, however, a good bit of operation through being to be galled, some of them being down at times to a rate but little or one-half capacity. This has increased somewhat the consumption of coke per ton of pig iron, while it has also increased the cost of production, the payrolls going on just the same, but being divided by a smaller amount of output.

Coke operators do not take kindly much of the talk that is being circulated as to car supplies. For several weeks there have been reports of intervals of greatly increased car supplies, when as a matter of fact the shipments, week by week, have increased. The customers of the railroads hear these reports, and the railroads have a right to explain that when car supplies for a day two were particularly poor the two would be circulated. Of late the position has been to circulate cars of good car supplies when they arrived, while the days of particularly poor supplies received no attention. Purchasemen near at hand in close touch with the situation understand matters, but there are those who do not and they make quite a lot of trouble for coke operators. An artificial complaint is made of a class in which some of the railroads have lately indulged, of stating supplies in proportion to the loadability, at the moment, of the railroads, instead of in the former universal manner of stating car supplies against the full ratings of coke plants. The furnacemen realize that long ago when car supplies are reported, for instance, at 10 per cent, he was getting a certain amount of coke. Now he sometimes hears of supplies at 70 or 80 per cent, and he receives no more coke at his place. In a number of cases recently cited, the difference is not in number of cars furnished, but in method of computing the percentage.

Large operators keep records of their own car receipts against the ratings, and find that frequently the coke average does not agree at all with published reports. This week supplies thus far this week really better than the average of the early days of preceding weeks, but coke producers are taking particular comfort from the fact, as they have learned that a particularly beginning often means a paralytic poor ending for a week, and there has been a whole week continuously good car supplies the trade will sit up and take notice of transactions in coke are rather exceptional. It is only in special circumstances that any is offered in the open market, when it is, it is not offered long, as coke is changing hands, how through the consumer seeking seller, while the coke commanded by the Fuel Administration seems, technically, open market transactions as the Fuel Administration brings the producer and consumer together and causes them to transact business. The market remains quoted at the government limits:

dry, 22-hour selected \$5.00
red, 22-hour selected \$4.75
red, over 1-inch \$4.50
a pig iron market continues, as to actual transactions. There considerable inquiry, confined to early deliveries and as a involving only small tonnages. Owners with few exceptions are provided with contracts, and they want to deliveries against contracts. Most of the particularly priced contract tonnage, and thereabouts, has been worked and the average invoice price of furnaces is not far from the set by the Government. There some iron being delivered at the set prices, against a made early last year. The

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Kiodia and sometimes the Massontown district) to principal points for shipment, are as follows, per net ton of coke shipped, effective June 15, 1917:

Destination.	Rate.
Baltimore	1.55
Buffalo	2.00
Canton	1.55
Chicago	2.45
Cleveland	1.75
Harrisburg	1.30
Detroit	2.35
E. St. Louis	2.05
Bris.	1.85
Joliet	2.45
Louisville	2.45
Milwaukee	2.00
New York	1.90
Philadelphia	2.30
Pittsburg	.50
Port Henry, N. Y.	.85
Pottsville	2.10
Reading	2.40
Richmond, Va. (B. & O.)	1.95
From Lakota District	1.10
South Bethlehem	1.15
Swadlow, Pa.	2.15
Toledo, O.	1.85
Valley Pointe	1.35

For Report:

From Connellsville District:	
Philadelphia (F. O. R. vessels)	1.55
Baltimore (F. O. R. vessels)	1.55
Philadelphia (F. O. R. vessels)	1.55
Baltimore (F. O. R. vessels)	1.55

market remains quotable at maximum prices set by the government:

Bessemer	115.20
Basic	132.00
No. 2 foundry	132.00
Castable	132.00
Gray	132.00

These prices are f. o. b. Youngstown, freight to Pittsburgh in the case of the Valleys being 95 cents.

GOVERNMENT'S DEMAND FOR STEEL IS PROVING LARGER THAN EXPECTED

Appointment of Schwab as Ship Building Head Will Give New Life to That Necessary Industry.

Special to The Weekly Courier.

NEW YORK, April 24.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

The steel producers are taking quite seriously the demands of the government for heavier shipments of steel, particularly for shipbuilding, and are complying with all requests. There is less disposition than formerly to believe that the authorities are calling for heavier deliveries than are really required, and the opinion is growing that the war requirements will really prove larger than the steel producers were expecting, even a few weeks ago. The steel industry believes that the appointment of C. M. Schwab as director general of ship construction will make a great difference. The trade has had experience with his executive ability, and points to the fact that that of moving headquarters from Washington to Philadelphia as a practical step of importance. One thing is clear, that if steel plates for shipbuilding are to be required week after week at the rate now demanded, ships will be built at a much greater rate than is represented by the recent vessel completions and vessel launchings.

The requirements of commercial consumers of steel have evidently increased. Their receipts of steel since March 1st have been fully double the receipts in January and February, and yet they do not seem to be better supplied than formerly. In nearly all branches of the finished steel trade there is pressure on buyers for better deliveries. This relates more to shipments under old contracts than it does to fresh market demand. The inquiry in the open market is confined chiefly to relatively small lots for early shipment, and in the majority of cases the mills are not in position to quote.

Production does not increase at either the blast furnaces or the steel works, and most reports would indicate that this month's tonnage would hardly exceed that of March, when there was such an improvement over the showing for the two preceding months of the year. Output, however, is approximately equal to output in 1916, the new construction of the past two years being approximately balanced by the restriction at present.

ALABAMA'S OUTPUT

Of Coal and Coke Showed Heavy Gains During the Year 1917.

During the year 1917 the state of Alabama mined 20,412,841 tons of coal, against 18,234,525 tons the year previous, an increase of 2,178,316 tons.

Coke production for 1917 amounted to 4,968,538 tons, against 4,385,493 tons in 1916, an increase of 583,045 tons. By-product coke ovens of the Gulf States Steel company, in Elbowah county, produced 127,542 tons of coke. It is expected that the output this year will show another increase, both in coal and coke, and particularly in coke.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING APRIL 20, 1918.	WEEK ENDING APRIL 13, 1918.
DISTRICT.	Ovens. In. Out. Tons.	Ovens. In. Out. Tons.
Connellsville	19,919 17,911 2,008 198,448	19,919 17,911 2,008 198,448
Lower Connellsville	17,000 16,487 513 154,233	17,000 16,487 513 154,233
Totals	37,919 34,398 2,521 352,681	37,919 34,398 2,521 352,681
FURNACE OVENS.		
Connellsville	16,942 15,279 1,663 158,181	16,942 15,279 1,663 158,181
Lower Connellsville	5,996 4,985 1,011 46,052	5,996 4,985 1,011 46,052
Totals	22,938 20,264 2,674 204,233	22,938 20,264 2,674 204,233
MERCHANT OVENS.		
Connellsville	3,077 2,609 468 26,512	3,077 2,609 468 26,512
Lower Connellsville	11,544 10,594 950 110,774	11,544 10,594 950 110,774
Totals	14,621 13,203 1,418 137,286	14,621 13,203 1,418 137,286
SHIPMENTS.		
To Pittsburg	2,102 Cars. 114,201 Tons.	2,102 Cars. 114,201 Tons.
To Points West of Pittsburg	2,856 Cars. 155,167 Tons.	2,856 Cars. 155,167 Tons.
To Points East of the Region	1,231 Cars. 64,664 Tons.	1,231 Cars. 64,664 Tons.
Totals	6,189 Cars. 334,032 Tons.	6,189 Cars. 334,032 Tons.
By River	16,600 Tons.	16,600 Tons.
TOTAL	368,332 Tons.	368,332 Tons.
Corresponding Week, 1917.	364,786 Tons.	372,419 Tons.

ELIMINATION OF ASSIGNED CARS TO BECOME EFFECTIVE

Under Arrangement Between
the Railroad and Fuel
Administrations.

ROADS TO PAY FULL PRICE

For Their Coal and Make an Equitable
Distribution of Cars at All Times;
Will Help Fuel Situation It is Be-
lieved; Freight Increase May Result.

The assigned car, except as may be necessary under certain priority orders, is to be eliminated from coal shipments, and the railroads will hereafter be obliged to pay the full market price for their coal, making an equitable distribution of cars at all times. These matters have been determined by the final agreement between the railroad and fuel administrations, which have had them under consideration for some time.

The plan was accepted after President Wilson had intervened to settle differences between Fuel Administration Garfield and John Skellon Williams, director of purchases for the Railroad Administration.

The Fuel Administration objected to sales of coal to railroads at prices less than those charged other consumers, and to the system whereby railroads are to pay 100 per cent car supply to mines supplying coal for railroad use, while mines suffered from car shortage. One effect of the arrangement, it was pointed out, will be that all consumers will share alike in coal distribution.

The Fuel Administration will begin immediately to work out plans for supplying the railroads with fuel, and for apportioning their orders in a way to relieve mines in congested territory.

Successful operation of such a system, in the opinion of officials, will serve to alter the labor market arising through continued idleness of some mines, and put an end to an exodus of mine workers, which has reached alarming proportions.

Equalization of orders at the mines, it is declared, will serve the purpose of materially increasing the volume of coal produced, and will stabilize manufacturing conditions which have been disturbed by the fuel shortage.

In taking a hand in the situation, the President followed his previous announced policy that, in fixing prices, the government should enjoy no price reductions not shared with the general public.

The higher prices the government will pay for coal for the railroads will mean that about \$40,000,000 more will have to be spent for railroad fuel than under the old prices. This sum, it is understood, the President indicated, may be made up in increased freight rates if necessary.

Higher freight rates for the transportation of coal will be sought by the railroads to provide revenue for increased costs of fuel for locomotive purposes. Statements to this effect were forthcoming as an aftermath of the decision of President Wilson that all consumers, whether the government, the railroads or private families, are on an equal footing in the coal market. Estimates are that the outlay for coal this year will be \$40,000,000 in excess of last year.

Director General McAdoo has indicated that he will not sanction a plan to donate this sum from the government to the railroads. The only other outlet is more revenue on coal traffic, it is said.

New Coal Company Chartered.

A charter has been granted to the Syria Coal company of Connellsville; capital stock, \$10,000. The incorporators are C. A. Port of Connellsville; T. D. Gardner and N. E. Gardner of Mill Run.

FAIRMONT DISTRICT COAL PRICES RAISED 15 CENTS PER TON

Other W. Va. Districts Advanced,
Some as Much as 25 Cents; Does
Not Include Wage Allowances.

An advance in coal prices applying to all the mining districts of West Virginia except the Pocahontas field, has been made by the Fuel Administration, effective last Saturday. In the Fairmont district the advance is 16 cents per ton, including mines in that is sometimes known as the Fairmont-Clarksburg district. This embraces the Monongah division of the Baltimore & Ohio, the Monongahela River Railroad in West Virginia, and that part of the Coal & Coke east of Dunedin, as well as the Morgantown & Kingwood and railroad lines of lesser importance.

The advance does not effect the thin vein mines in Preston county, which were previously granted a greater increase than has been allowed the typical mines of the region. The Kanawha field gets an increase in selling price of 25 cents a ton, which is 10 cents more than allowed Fairmont district operators, but that is due to the fact that the cost of production is higher in that field, as the thin seams are operated there.

The Pocahontas field in West Virginia was refused an advance in selling price some time ago. This was believed to have been due to the fact that the region had a good car supply and was able to keep down the cost of production. The Cumberland region was granted a substantial advance some weeks ago.

The action of the government in forcing the railroads to pay government prices for fuel, the decision to cut out assigned cars and the advance of 15 cents a ton in selling price for Fairmont district coal, solves three of the vexing problems of coal operators in this region and leaves the "regional car shortage" as the most important question now occupying coal men of that district.

RETAIL COAL AND COKE PRICES IN PITTSBURG SET BY ADMINISTRATION

\$4.50 for Coal and \$9.50 for Coke Plus
Hauling and Hoisting Charges;
No Cash Discount.

D. W. Kuhn, fuel administrator for the Pittsburgh district, has announced a schedule of prices for the retail delivery of coal and coke throughout the city, boroughs and thickly settled districts of Allegheny county.

A yard price for screened lump coal of \$4.50 a ton of 2,000 pounds, to govern from April 1 until September 1, was announced at the beginning of the present month, and at the same time it was given out that teamsters might charge a maximum of \$1.00 a ton for delivering coal in the level districts. It was announced April 1 that 25 cents a ton would be added to the price of coal on or after September 1.

The official list fixes the yard price of coke at \$9.50 and the price of anthracite at \$9.75. An addition of 25 cents a ton for coke and 30 cents a ton for anthracite on and after September 1 is provided for in the schedule.

Prices for delivered coke and anthracite in the downtown districts are fixed at \$11.00 and \$10.75 a ton up to September 1.

The charge for hauling coal ranges all the way from \$1.25 per ton to \$2. The rates for houseful haul have been fixed at 65 cents a ton for bituminous coal; 9 cents for coke, and 75 cents for anthracite. A chute not over 14 feet long may be used for hauling coal at regular prices, it is announced. The schedule allows no discount for cash payment.

B. & O. Trains Into New York.

By order of Director General of Railroads, beginning next Sunday, Baltimore & Ohio trains run into the Pennsylvania station at New York through the Pennsylvania tunnel.

IMPROVEMENT IN COAL SITUATION NOW NOTICEABLE

Cutting the Railroad Out of
Cheap Coal Will Prove
a Big Factor.

WILL HELP CAR SUPPLY

By Providing a More Equitable Distribution Which Will Enable Mines to Run Near to Full-Time Capacity; Gain in Production 17 Per Cent.

The increase in the production of bituminous coal which has occurred during the past two weeks is regarded by the Fuel Administration as a hopeful sign that a period of gradual growth in tonnage has set in. For the week ending April 13 there was a gain of approximately 1,600,000 tons over the production of the preceding week. Every effort is now being made to obtain an even greater output from week to week.

The total production, including lignite and coal made into coke, for the week ending April 13 is estimated by the United States Geological Survey at 10,947,000 net tons, an average production per working day of 1,563,857 tons, compared with an average of 1,777,000 tons for the past year and 1,680,000 tons the average in April, 1917. Production for the first two weeks of April is estimated at 20,000,000 tons, approximately 13 per cent below the production during the first two weeks of March, 1918.

The week of April 13 gained about 100,000 tons over the last week of March. The increase fully makes up the severe loss sustained during the week ended April 6 a loss which Administrator Garfield said threatened to confront the country with another severe coal famine unless it was overcome and the conditions at the mines which contributed to it alleviated.

The 123 coal-carrying railroads moved 139,952 cars during the week ended April 13 as compared with 140,178 cars during the week of April 6.

The Fuel Administration accepts the increase as a hopeful sign, but emphasizes the fact that the most determined methods must be adopted to accomplish a steady increase if needs are to be met.

It is believed that the plans now being prepared to take away from the railroads the power to obtain cheap coal from certain mines in return for 100 per cent car supply and to substitute a more equitable distribution of the cars will prove a big factor in solving the problem.

Reports received since the decision to curb the railroads in continuing the old methods, which have caused disturbance of labor at the mines indicated that the labor situation is now much more favorable for increased production. It is probable that the new plan will be put into effect within a few days.

RECRUITING MINERS

Regiment of 1,500 Skilled Men is Being Formed.

Irvin Wolf of Rockwood, has been named recruiting head for the community of Rockwood for the special mining regiment which the Engineers corps of the United States army has been authorized by voluntary enlistment.

The regiment will be known as the 27th Engineers' National army and will consist of six companies of 250 men each, 1,500 men in all. The corps is being made up of men chosen for their skill.

Dies at Hospital.

Paul Bodard, 45 years old, who was injured in the mines of the Washington Coal & Coke company at Star Junction died Saturday morning at the Cottage State hospital.

Production and Output.

PROMISE AND PERFORMANCE IN CAR SUPPLY DON'T HARMONIZE

The repeated failure of promise and performance in coke car supply to harmonize, or date-in-all together, is causing the trade generally to lose faith in the potency of signs which have long been regarded as almost an unfailing index to the situation or conditions of the near future.

The record of the past three weeks illustrates this very clearly. Each of these six-day periods have opened auspiciously, so far as car supply was concerned, beguiling the expectation that they would show very decided improvement over the week preceding. In each instance the latter half of a week has brought a sharp decline in the number of available cars or wide fluctuation from day to day, the average of the week being cut accordingly. The result has been that permanent advance in output has not yet been registered, hence the disinclination to regard the usual signs and portents with accustomed reverence.

While the reports are not lost its optimism as to future improvement in conditions, just now the larger interest centers in the inauguration of the campaign to secure the loading of clean coal. The inspection department of the Fuel Administration is now in operation and much interesting information is being revealed, such as material running as high as 25 per cent in ash and as low as 10,000 B. T. U. having been shipped as coal, largely from team track mines or the thin seams. The authorities are equipped to deal with persistent offenders through cutting off car supply.

BY-PRODUCT OUTPUT MADE A SLIGHT GAIN DURING WEEK APR. 13

Lack of Coal Still Aids to Prevent
Maximum Production Being
Reached; Ratio 87.9 Per Cent.

According to the weekly report of the United States Geological Survey the performance of the by-product coke operations during the week ended April 13 slightly exceeded that of the week of April 6. Ovens with a capacity of 533,382 tons produced 468,561 tons, or 87.9 per cent of capacity as compared with 446,223 tons, or 87.6 per cent capacity, produced by ovens having a capacity of 532,968 tons during the week of April 6.

Out of 12.1 per cent of maximum capacity which the by-product plants of the country failed to realize in actual output, 5.5 per cent was lost through lack of coal; 0.6 per cent because of labor trouble; 5.2 per cent on account of repairs to plants; 0.3 per cent due to no market and 0.6 per cent for all other causes.

Operating conditions in the several states varied but little during the week ended April 13. Kentucky was the only state to record a material increase. Maryland production of 100 per cent week ended April 6 decreased to 98.8 per cent during the past week.

The total estimated production of bechire coke in the United States including that of the Connellsville region as reported by The Courier, was 672,000 net tons, an average per working day of 112,000 net tons, compared with 109,000 tons for the previous week.

The four important coke-carrying railroads handled 18,801 cars against 17,435 cars during the week of April 6.

HILL DEAL PROGRESSING

Final Conference are Now Being Held in New York.

Final conferences looking toward a consummation of the Hill deal are now being held in New York between the Hill syndicate and their New York associates, and a decision on the purchase of the property of Joseph V. Thompson is expected to be made this week. An announcement is expected to be made Friday when the option given will expire.

By the terms of the option the Hill interests purchase all of Mr. Thompson's property for \$21,000,000. Sixteen million dollars of that sum will go to the secured creditors and the remaining \$5,000,000 to the unsecured creditors. There is approximately \$17,000,000 of unsecured indebtedness against Mr. Thompson, the unsecured creditors getting about 40 cents on the dollar and the secured creditors are paid in full.

WEEKLY RECORD

Of the Production and Shipments of Coke in the Connellsville Region.

The weekly record of production and output of the Connellsville and Lower Connellsville regions for 1918 is shown in net tons in the following tabulation:

Week	Pur.	Mer.	Total	Ship.
Jan. 6	111,857	58,725	170,582	134,459
Jan. 13	115,939	59,717	175,656	139,718
Jan. 20	147,585	91,870	239,455	212,487
Jan. 27	112,055	59,640	171,695	137,421
Feb. 3	126,218	61,370	187,588	158,620
Feb. 10	128,040	61,085	189,125	159,507
Feb. 17	142,610	81,152	223,762	203,345
Feb. 24	154,871	107,515	262,386	237,573
Mar. 2	139,212	116,518	255,730	227,224
Mar. 9	135,245	122,165	257,410	231,584
Mar. 16	138,725	146,297	285,022	271,352
Mar. 23	139,945	152,470	292,415	283,798
Apr. 6	155,225	124,840	280,065	232,292
Apr. 13	154,581	139,706	294,287	241,376
Apr. 20	157,123	142,727	299,850	247,221

The Auspicious Openings at
Beginning of the Week
Fail to Last.

CLEAN COAL CAMPAIGN

Is Now on, the Inspection Department
Machinery, Being in Operation;
Some Interesting Discoveries Made;
Shippers Giving Their Cooperation.

Promise and performance, as they relate to car supply and the actual results achieved in the shipment of coke, have no often failed of late to dovetail together, that the signs which the trade have long depended upon as indicating developments of the near future are beginning to lose potency.

No better illustration of this is needed than the records of the past three weeks. Each of these six-day shipping periods has opened very auspiciously in the matter of car supply, the first two and sometimes the first three days having a distribution of approximately 100 per cent. In some quarters this has been taken as a sure indication

CONSTRUCTION OF ALASKAN RAILWAY DELAYED BY WAR

Can Only Link Up Gaps on
Coast Section and Build
Short Line Inland.

FARTHEST NORTH IN R. R.'S.

Many New and Difficult Problems in
Construction Have to Be Solved by
Engineers Who Are Pioneering in an
Arctic Wilderness; 200 Miles Laid.

Construction of the Alaskan railway is being materially delayed by the war, and completion will be deferred indefinitely beyond the 1919 or 1920 date originally projected for it.

While more than 6,000 men were employed in the field during 1917, a force of perhaps 3,000 is all that can be maintained through the summer of 1918, and though the \$40,000,000 undertaking stands at a stage of 65 per cent toward completion, the remainder may take much longer to construct than has the two-thirds so far built.

A linking up of gaps in the coastal section, and the pushing of main railheads some 40 or 50 additional miles toward the interior is the limit of construction which the commissioners feel certain that the shortage of men, material and shipping will allow them to attain.

"That will be Alaska's share of the inevitable sacrifice war entails," said William C. Edes, chairman of the Alaskan Engineering Commission, discussing estimates and uncertainties connected with the enterprise. "Although some of the delay would have intervened even under normal conditions."

"During the last two seasons we have practically completed the coastal sections of the line, along which we were enabled by transport conditions to work simultaneously at a number of points. In the future, we shall be constructing straight up into the interior, extending the line at most from only two points."

"Assuming the usual congressional appropriations become available, the commission, which still has some doubts about its ability to secure even half the labor force it had a year ago, will center its effort during the coming summer upon the completion of the main line from Seward to Anchorage, both of which are Pacific ocean ports on the Alaskan southern seaboard, between which a rail gap of 17 miles now exists.

Main railheads in addition will be pushed some 40 or 50 miles toward the interior terminal, which is Fairbanks, opening the line approximately from mile 215 to mile 266, distance estimated from the ocean terminals at Seward northward. In Alaska, except in certain places and on certain types of work, the commission has found that construction is only practical during the summer after May 15.

The Alaskan railroad, stretching up 560 miles in trunk and branches towards the Arctic circle, is literally the farthest north in railroad building enterprise, and as it stands today, has 296 miles of rails laid, has grades and cuts completed far ahead of rails, and location engineering entirely completed. It does not quite touch the polar zone, for its northern limit at Fairbanks is 120 odd miles south of the great circle, but its tracks cut across an area where the sun shines for 22 hours a day in June, and Chairman Edes admits that the daylight saving prescribed in the United States will appear trivial from an Alaskan viewpoint.

Engineering and transport problems of no mean magnitude have been solved in the construction of the line, for its locators and even its grade crews must hold themselves abreast and ahead of the pioneer settler. With work proceeding from both ends of the line, a glance at the maps will show the transport line built up to supply the interior terminals stretching up from the United States through the Pacific and Arctic oceans to the port of St. Michaels at the mouth of the Yukon river. Steel, powder, food and equipment must go thousands of miles by sea, be transhipped to river boats, forced upward against the currents of the Yukon and Tanana rivers, and then overlaid by a last painful stage of pack and wagon train to Fairbanks.

Until last November the commission had a steamer, an army transport borrowed for the work, but then the army took it hastily back for the more important duty of carrying soldiers. The commission will now depend upon commercial transport facilities, already greatly restricted, to deliver 5,000 tons of freight this year over the circuit whose magnitude can be comprehended from any map. Supplying the southern terminus will present less difficulties, for the sturdy ocean tugs can still put out from Puget sound and go safely up the "inside passage," sheltered by islands from the Pacific winds, and bring the clumsy, heavy laden barges into Seward and Anchorage.

Building the line itself, across tundra wilderness, snaking valleys and sharp edged passes alike of the Arctic coastal range, the commission has met conditions and problems strange to the railroader. For a part of its distance, it skirts a living glacier, and a glacier, as Mr. Edes remarks, is "a ticklish thing."

"You never know quite what it is going to do," he says, "and from it we always look for trouble. We don't actually run over the ice, but we have to skirt the gravel of the terminal moraines. And in the summer the ice recedes, losing a variable flood of water, while in the winter it pushes slowly forward again. Just now, we run the line up on a trestle, high above the gravel, but the glacier, working away, has always the capacity to change the entire topography of the country. Still the difficulties are not unsurmountable."

As was done at Panama, the commission has proceeded to its task without any intervening contractor. The actual labor has been performed by "stationmen," a hardbitten set of old hands, who have come through the era of railroad constructing in the west. Each of them, or perhaps a pair or a group, agrees to construct 100 linear feet of the grade, whether it involves cutting down through a hill, building up from a swamp, or blowing out the hard rock, at a price based on the quality and type of material moved. Then they set their own pace, and their own hours, and literally work wonders. The commission, standing behind, organizes their commissary, tools and equipment.

"Our figures indicate that the average scale of wages we paid during 1917 would work out around \$1,500 a year," Chairman Edes said, "but it actually doesn't run a year for more than a part of the men, because of the seasonal character of the work. I have no doubt but that we shall have to revise our wage scales upward this spring, for Alaska is not now the high-wage country that it was."

As a side issue to railroading, the commission operates, on a small scale, coal mines at Matanuska, on a branch line 38 miles from the trunk, and is doing some port dredging at Anchorage, and building docks and coal bunkers at Anchorage and Seward. It is also operating sections of the line, in a sketchy sort of fashion, incident to the construction, with a passenger rate of six cents a mile.

To date, \$23,670,000 has been spent upon the enterprise, out of a \$35,000,000 estimate for the total cost, which estimate Secretary Lane has raised to \$40,000,000, because of higher costs of labor and materials.

One stretch of the main line, amounting to 70 miles, was purchased for a little over \$1,000,000, while more recently the commission acquired for \$300,000 a 45-mile stretch of narrow gauge road, running out of Fairbanks to Chitina. All of the rest has been or will be built.

GREAT INDUSTRIAL PROSPERITY WILL COME AFTER WAR

Is the Prediction of President
Farrell of U. S. Steel
Corporation.

PROTECTING THE ALIENS

Against Defeat and Continuance of
Our National Existence Big Task,
But We Must Mobilize Our Resources
to Meet Competition With Germany.

CINCINNATI, O., April 20.—"We shall see such an increase of our world's wealth as will go far to compensate for the appalling destruction which the past four years have witnessed," asserted James A. Farrell, president of the United States Steel Corporation, in an address he delivered here last night at a dinner in connection with the annual convention of the National Foreign Trade Council. Mr. Farrell declared that the United States and her allies would emerge from the war victorious.

Speaking on "Foreign Trade Aspects," Mr. Farrell said that the ephemeral wealth accumulated from the use of our mines, mills and forests in the aid of the Allies before we joined the common cause, has been mostly swallowed up in the military expenses of the first year of our own participation in the war.

The gigantic task confronting the United States meant, he said, not only that the Allies must be protected against defeat and the continuance of our own national existence insured, but that "our great resources should be fully utilized for the restoration of the decadent industry of shipbuilding."

Predicting a long period of industrial prosperity after the war, the speaker said "America, it may be hoped, will maintain the position of offering to the world all its requirements which can be supplied here, on terms and conditions that are fair and just. There is no evidence of any intention to take undue advantage of our economic and productive strength, and we shall in the future be as little disposed to turn to personal profit, the necessities of a war-worn world, or the exceptional influence of our position as exporters and importers."

America's foreign trade, both export and import, said Mr. Farrell, is now inevitably restricted to transporting our armies to France and keeping them and our Allies supplied with food and munitions.

"There are, however," he asserted, "certain commodities procurable only from overseas countries, which are essential to the successful prosecution of the war. We constantly need meat, rubber, coffee, cocoa, hides and manganese ore from Brazil; wool, meat, hides and wheat from Argentina; copper, tin and rubber from Bolivia; nitrates, copper, wolfram, tungsten and other ores from Chile; tin and rubber from the Malay Peninsula; jute and jute bags from India; and that the United States must furnish the ships to carry these products."

The speaker also expressed the belief that after the war Germany would become "as potent a competitor for the markets of the world as she was before," and that the people of the United States, therefore, must immediately mobilize their surplus resources.

Move to Country.

CONFLUENCE, April 22.—Prof. and Mrs. B. T. Frazee have moved to their farm at Geist, Md., where they will reside during the summer. Prof. Frazee has again been elected principal of the Confluence schools for the ensuing term.

LIST OF COKE OVEN IN THE CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, April 20, 1918.

Ovens	In Works	Name	Operators	Address
182	182	Beatty	Mt. Pleasant Coke Co.	Greensburg
120	60	Doyor	Mt. Pleasant Coke Co.	Greensburg
30	30	Brush Run	Brush Run Coke Co.	Mt. Pleasant
32	32	Carroll	Carroll Coke Co.	Pittsburg
150	150	Clare	Clare Coke Co.	Greensburg
40	40	Dexter	Connellsville Coke Co.	Connellsville
40	40	Ellen No. 1	Whyel Coke Co.	Uniontown
50	50	Ellen No. 2	Whyel Coke Co.	Uniontown
100	100	Elizabeth	Unity-Coke Co.	Greensburg
110	110	Fort Hill	W. J. Bailey	New York
15	15	Franklin	Summit-Coke Co.	Uniontown
101	101	Gilmore	Gilmore Coke Co.	Uniontown
50	50	Grace	W. J. Bailey	New York
8	8	Helen	Samuel L. Johnson	Youngwood
145	145	Humphrey	Bessemer Coke Co.	Pittsburg
42	42	Jimtown	Shannon Coal & Coke Co.	Uniontown
38	38	Johnson	Johnson Coal Co.	Uniontown
40	40	Mages	Mages Coal Co.	Uniontown
40	40	Mahoning No. 1	Mahoning No. 1 Coke Co.	Connellsville
370	370	Mt. Braddock	W. J. Bailey	New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	32	Nyers	Brownfield-Coke Co.	Uniontown
40	40	Nelle	Brown & C. Co.	Dawson
40	40	Painter	Newcomer Coke Co.	Uniontown
110	110	Paul	W. J. Bailey	New York
50	50	Revere	W. C. Rul	New York
36	36	Shirley	South Fayette C. & C. Co.	Uniontown
40	40	Thomas	Whyel Coke Co.	Uniontown
45	45	Veteran	Mt. Pleasant Coke Co.	Greensburg
57	57	West Penn.	West Penn. Coke Co.	Pittsburg
3,077	2,639			

Ovens	In Works	Name	Operators	Address
250	250	Adelaide	H. C. Frick Coke Co.	Pittsburg
300	300	Adelton	H. C. Frick Coke Co.	Pittsburg
397	320	Baggaley	H. C. Frick Coke Co.	Pittsburg
390	390	Bitzer	H. C. Frick Coke Co.	Pittsburg
240	240	Brinkerhoff	H. C. Frick Coke Co.	Pittsburg
300	100	Bunkley	H. C. Frick Coke Co.	Pittsburg
280	280	Calumet	H. C. Frick Coke Co.	Pittsburg
301	293	Central	H. C. Frick Coke Co.	Pittsburg
300	318	Coalbrook	H. C. Frick Coke Co.	Pittsburg
400	400	Collier	H. C. Frick Coke Co.	Pittsburg
400	400	Continental 1	H. C. Frick Coke Co.	Pittsburg
325	325	Continental 2	H. C. Frick Coke Co.	Pittsburg
300	300	Continental 3	H. C. Frick Coke Co.	Pittsburg
120	120	Crossland	H. C. Frick Coke Co.	Pittsburg
333	333	Davidson	H. C. Frick Coke Co.	Pittsburg
100	100	Dorchester	H. C. Frick Coke Co.	Pittsburg
272	272	Hecla No. 1	H. C. Frick Coke Co.	Pittsburg
372	372	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
355	355	Hopewell-Coke	Hopewell-Coke Coke Co.	Pittsburg
250	240	Junkins	H. C. Frick Coke Co.	Pittsburg
305	305	Kyle	H. C. Frick Coke Co.	Pittsburg
400	400	Leibenberg 1	H. C. Frick Coke Co.	Pittsburg
502	430	Leibenberg 2	H. C. Frick Coke Co.	Pittsburg
602	400	Leibenberg 3	H. C. Frick Coke Co.	Pittsburg
204	204	Letha	H. C. Frick Coke Co.	Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
550	350	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
600	500	Mammoth	H. C. Frick Coke Co.	Pittsburg
100	300	Marguerite	H. C. Frick Coke Co.	Pittsburg
185	113	Mutual	H. C. Frick Coke Co.	Pittsburg
250	306	Olyphant	H. C. Frick Coke Co.	Pittsburg
329	314	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
480	417	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
400	400	Phillips	H. C. Frick Coke Co.	Pittsburg
413	409	Redstone	H. C. Frick Coke Co.	Pittsburg
120	120	Rial	H. C. Frick Coke Co.	Pittsburg
448	418	Shoaf	H. C. Frick Coke Co.	Pittsburg
425	400	Southwest 1	H. C. Frick Coke Co.	Pittsburg
180	121	Southwest 2	H. C. Frick Coke Co.	Pittsburg
294	142	Southwest 3	H. C. Frick Coke Co.	Pittsburg
501	337	Standard	H. C. Frick Coke Co.	Pittsburg
110	110	Semel-Solvay	Dunbar Furnace Co.	Dunbar
100	100	Sheridan	Uniontown Iron Co.	Uniontown
454	453	Trotter	H. C. Frick Coke Co.	Pittsburg
350	350	United	H. C. Frick Coke Co.	Pittsburg
280	112	Valley	H. C. Frick Coke Co.	Pittsburg
95	95	White	H. C. Frick Coke Co.	Pittsburg
522	362	Whitney	Hopewell-Coke Coke Co.	Pittsburg
300	300	Wyman	H. C. Frick Coke Co.	Pittsburg
500	450	Yorkman	H. C. Frick Coke Co.	Pittsburg
545	216	Youngstown	H. C. Frick Coke Co.	Pittsburg
16,842	15,872			

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Special Shapes for Rectangular and Bee Hive Ovens,
Furnace and Glass House Material.
Equipped to Take the Largest Contracts for Paving
Brick.
High Grade Building and Enamel Brick.
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DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON KINGSTON	TEN PLANTS:	ENAMEL WILLIAM GLOBE PHOENIX COLUMBIA
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CONNELLSVILLE, PA.

W. HARRY BROWN PAYS \$1,000 PER ACRE FOR GREENE COUNTY COAL

Two Tracts, Part of the Gray Estate,
Are Added to the Block at the
Albion No. 2 Operation.

In addition to purchases of Greene county coal, to round a tract for his Albion No. 2 operation, W. Harry Brown has recently acquired two tracts totaling 182.7 acres, for which he paid \$182,700, or an average of practically \$1,000 per acre.

The coal is situated in Monongahela township. One tract of 147.7 acres formerly belonged to the estate of William Gray, deceased. Since his death, some years ago, this property has been held in trust by the Fidelity Title & Trust company of Pittsburgh for the benefit of his widow, then at her death to pass to Mr. Gray's daughter, Mrs. Harriet Blackshere of Baltimore, and her children. Upon the death of the three trustees named in the will of Mr. Gray the Pittsburgh financial institution became trustee, from which Mr. Brown made the purchase.

A second tract of 35 acres was acquired from Mrs. Blackshere and her daughter, Mrs. Katherine B. Donaldson of Baltimore, for which the sum of \$35,000 was paid. Revenue stamps to the amount of \$184.00 were affixed to the deed for the larger tract.

The tracts adjoin a block of 1,000 acres purchased by Mr. Brown from J. V. Thompson, upon which the development known as Albion mine No. 2 is being made.

Trotter Has 100 Per Cent.

Room No. 8 of the Trotter schools has 100 per cent representation in the Red Cross.

If you have coal land for sale advertise it in The Weekly Courier

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

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Low Phosphorus Coke, Smelter, Foundry and Heating Coke
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WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

YOUGHIOGHENY COAL	CONNELLSVILLE COKE
Steam Gas Coking	Furnace and Foundry Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections
N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFF, General Sales Agent.

Hostetter-Connellsville Coke Co.

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Connellsville Coke

Furnace and Foundry Orders Solicited.

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Looking Backward

FRIDAY, APRIL 27, 1958

Coke traders report that the market is bright for black wick shipments directed to the east of the average \$75 cents daily. A market there is over the preceding week's market. The same. Col-coke is selling at \$1.45.

Captain E. Dunn, L. J. Angelo, J. R. Kelly, James J. Kelly, and John J. Kelly, the veterans, attended the unveiling of a soldier's monument at 1300.

Catholic announce a plan of reconstruction of the church at 1300. The church is at Prospect street and Orchard alley for a parochial school the work to be done during the summer.

James J. Kelly and Miss Mary J. Quinn are married in the Catholic church. Father McDevitt officiated at the ceremony.

Dr. J. J. Kelly, a physician, is a member of medicine and associates James J. Kelly.

with J. R. Rainsley in the building firm of J. R. Rainsley & Co.

Movement is under way at Mount Pleasant to build a new opera house. The Odd Fellows subscribe \$100.

A new, well-informed church at Ruffled die frame a structure, costing \$2100 dedicated.

James W. Cochran dies a his home in the town of Pine township. He was 70 years old. He was a well-known and respected citizen. He was a well-known and respected citizen. He was a well-known and respected citizen.

Workmen are engaged in pulling down the old Methodist Episcopal parsonage on a Fairview street to make room for a more modern building.

The marriage of Miss Eunice Paul, daughter of Max Baum, Indianapolis, and Mr. Hirsch of Cumberland is solemnized.

After Doyle dies a Mover from Indianapolis comes to the mine.

1. Rush purchases two lots on the South Side from the Schellenberger heirs, for \$600.

Rev. H. Hamilton of New Jersey accepts call to the regular Episcopalian church of C. K. Kellie.

Superintendent George A. Munson of

The Connellsville & New Haven Gas & Water company closes a contract with the Pennsylvania railroad to furnish water for passenger coaches and stations along the line. A plug is to be erected at a convenient point and the water is to be hauled to the several stations and to Pittsburgh in cars prepared especially for that purpose.

James Dugan, a coal worker employed at the Standard works drinks Rough on Pains and dies.

Final report of the Cornwallville coke trade for the week ending April 16 shows a total of 15,088 coking in the region of which 13,622 cars in blast and 1,466 idle with a total estimated production of 145,000 tons.

Shipments for the week aggregated 5,700 cars distributed as follows: 3,175 to Birmingham, 846 cars to points west of it, 1,779 cars to points east of it, 1,300 cars a decrease of 140 cars as compared with the previous week.

Huber of Hooersville Somerset County is put off a trial at Huston

One of the fewest windstorms to be counted has ever been witnessed anywhere in Connecticut. About 800 feet of snow fell from the sky in various parts of town for the benefit of the Rinkmen. It is now down.

Marriage licenses are granted in 10 minutes at the following: Fairfield, Connecticut, and Middletown. Henceforth, the following No. 1, Joseph W. MacFarley of Cornwallville, and Rosa Stanley of Brownville. Matthew Thornton of Vanderbil

[illegible][illegible][illegible]

Mrs. Elizabeth Mary McEars old
 low of Janeth Marts of Somers-
 county lies in the home of her daugh-
 ter Mrs. P. D. Snicker, Fifth street
 Newark.
 Robert W. H. Hart, who began his
 publisher career on The Courier is
 married a Miss Sarah McCune Black
 (repeated).
 Mr. Mar. Schott, a lawyer, who
 lives at Delaware
 Park is said to be a contractor. W.
 Ham McCormick is at an excavation for
 a new Second National Bank build-

W. D. Porter, city superintendent, has been elected city clerk after 11 years in Shoshone, to Clinton. He is paid in salary the sum of \$1,000 a year. The construction of a paid-up system of water works for the city of Shoshone has been authorized by the city council. The board of directors of the Shoshone National Bank has elected J. C. Jones as president and J. C. Jones as president and J. C. Jones as president.

COAL PRODUCTION DURING THE FIRST QUARTER GAINS

Increase Was 744,000 Tons, or One-Half Per Cent Over 1917, But Less Than in 1916.

COKE LOST 914,000 TONS

The Total in the United States Being 7,406,000 Tons as Compared With 7,324,000 Tons During the Same Period in 1916; March Record Month.

The production of bituminous coal, including that coked, in the first three months of 1918, is estimated by the United States Geological Survey at 335,513,000 net tons, an increase

over the same period in 1917 of 744,000 tons, or one-half per cent, but a slight decrease compared with the same period in 1916. In January, 1918, mainly because of severe weather, the production, 43,769,000 tons, being about 4,000,000 tons lower than January, 1917, and nearly 2,000,000 tons below January, 1916.

Production in February, 1918, was 3,245,000 tons greater than in February, 1917, but 1,830,000 tons less than in February, 1916. At the end of February production in 1918 was three-quarters of a million tons behind 1917, and 4,487,000 tons below the first two months of 1916.

March, 1918, was a record month, exceeding both March, 1917, and March, 1916, and was exceeded in total tons in those years only by October and November, 1917.

The following table shows the estimated production of bituminous coal and beehive coke during the month of March, and for the first quarter of the year, compared with similar records for 1917:

Bituminous Coal—	1917	1918
(including coal coked)		
Monthly production	45,670,000	48,138,000
Average per working day	1,728,000	1,863,000
Cumulative from January 1	134,770,000	135,513,000

Beehive Coke—	1917	1918
Monthly production	3,050,000	2,848,000
Average per working day	111,000	110,000
Cumulative from January 1	8,559,000	7,406,000

Compared with February of 1918 the March production of beehive coke increased 739,000 tons, but compared with March of 1917 there was a decrease of 202,000 tons. In the three months period of 1918 the decrease below the same period in 1917 was 914,000 tons, or 11 per cent.

The production of by-product coke in the month of March was 2,651,639 tons, from plants having a capacity of 2,368,174 tons, as compared with 1,567,896 tons produced in February by plants having a capacity of 2,083,860 tons. The per cent of production to maximum capacity rose from 74.7 per cent during February to 87.5 per cent during March, 1918.

During the first quarter of the pres-

ent year 2,375,866 car loads of bituminous coal and beehive coke originated in the producing districts, as against 2,368,759 car loads originating during the first quarter of 1917, a decrease of 7,121 car loads. In the Central and Western Pennsylvania the record for 1918 in the first quarter was 485,185 cars as compared with 490,705 cars in 1917, a decrease of 2,520 cars. In the Cumberland-Piedmont and Somerset districts the totals were 80,896 and 81,774 cars respectively, a decrease for 1918 of 379 cars. In the Fairmont region the total in 1918 was 64,669 cars as compared with 63,973 cars in first quarter of 1917, a gain of 1,596 cars.

DISASTROUS DELAY IS TAKING PLACE IN BUILDING OF CARS

Is the Charge Made by Organ of the Iron and Steel Industries.

BLAME LAID ON WILLIAMS

Purchasing Head of the Railroad Administration, Who is Pursuing the Same Course Denman Did When Head of the Shipbuilding Board.

"What at Washington," asks the Cleveland Daily Iron Trade and Metal Market Report, "is holding up and thus delaying the placing of the vast freight car orders which ought to have been in the hands of builders weeks ago? The designs and specifications for the 100,000 cars have been completed and approved by the railroad engineers, by the car builders and by the government itself. What then is delaying the award of the contracts and the building of the cars?"

"Every coal mine owner, every steel mill manager, every blast furnace operator, every coke oven operator knows the shortage of freight cars has been and now is the one thing delaying execution of projects vital to successful and timely prosecution of the war. Yet Washington delays, fiddles and fusses over the awarding of cars absolutely necessary to move the freight."

"John Skelton Williams, purchasing head of the government railroad administration, is blocking the purchase of these cars. The same course of systematic delay pursued by Denman, once head of the shipping board, in holding up the shipbuilding program to the disgrace of the nation, seems to be animating the car purchasing committee at Washington."

"Williams on March 21 sent out telegrams to car builders, summing them to the national capital on March 25 prepared to obtain orders on those cars. But the March 25 meeting was adjourned subject to call later. Again the car builders were called to Washington for April 9. Again a postponement, this time to April 15. Yet another postponement to April 17. And the end of the story of postponements, fiddling and delays is not yet. More than three valuable weeks thus have been frittered away. All this lost time is most valuable and can never be recovered. It was not in the case of the Denman shipbuilding matter, for even today the shipbuilders have not been able to catch up with the original schedule."

"Five months in any event will be required from the time the orders are placed until the first cars can be delivered. These five months must be devoted to production of new dies for forming plates and other new equipment which are absolutely necessary to the building of the new specification cars. Too, time will be needed to get ready to manufacture the specialties for these cars."

"But why the delay? In the trade it is common knowledge that Williams and his committee is dickering, fiddling and maneuvering to get a slightly lower price on these cars. Price is just as important to the builders as to the government committee. But in contradistinction with the attitude of the Washington committee, the car builders feel that the paramount thing is to get cars delivered, and they feel the orders should be let go at once, the building of cars started and then the question of prices can be threshed out."

"If these car orders are let now, deliveries can begin by late December or early October, just when the coal movement for the winter will begin

to make extraordinary demands upon the railroads. It is most essential for the good of the country, if it is to avoid the absolutely intolerable congestion of coal and other cars as was suffered last winter, that these car orders be placed without further delay."

SCHWAB GOT HIS PRIORITY ORDER FOR SHIP STEEL

Williams, Railroad Purchasing Head, Had to Be Content With Waiting His Turn in the Schedule.

A story comes from Washington showing how Charles M. Schwab, director general of the emergency steel corporation, put some of his pep into the Priority Commission and went away with a steel priority order for his steel superseding everything else. John Skelton Williams, director of purchases for the railroad administration, was there demanding priority for steel for his railroads. He obtained what priorities were left, the fourth and fifth on the list that was discussed.

Judge E. N. Parker, priorities commissioner of the war industries board, said that Mr. Schwab's influence was magnetic.

Bernard M. Baruch, chairman of the war industries board, and the others, discussed the general war-making industries for two hours and a half, at the conclusion of which priorities on steel were announced in this order:

- 1—Emergency fleet corporation.
- 2—Navy.
- 3—Army.
- 4—Railroads, for repairs and locomotive construction, and for car building, supplementing the program with wood.
- 5—Railroads, for rails, if this does not interfere with the supply of other industries.

FREIGHT CONGESTION BEING SLOWLY CLEARED ON EASTERN RAILROADS

Only About One-Fourth as Many Cars in Excess of Normal as Were Reported Early in January.

Eastern railroads are slowly riding their lines of the big freight congestion which developed during the long period of bad weather last December and January, but indications are that it will take a month longer to restore conditions to normal.

A report of the Railroad Administration shows 41,726 cars more than normal held on Eastern lines, about one-fourth the number reported early last January, and a little more than half the number held on March 1. About 26,200 were eastbound loaded cars, 10,233 westbound loaded, 4,456 westbound empties and 833 eastbound empties. The Pennsylvania lines east of Pittsburgh were the most crowded, with 12,665 cars above normal capacity. The Erie has cleared away all congestion. Improvement of motive power and good weather are expected to make it possible for Eastern lines to approach normal conditions by the middle of May. Through a number of operating reforms, such as re-routing of traffic over shorter lines, better repairs, and a greater number of locomotives and common use of facilities, officials believe they can keep freight moving about as usual next winter.

The second most congested road in the east is the Baltimore & Ohio, with 5,442 cars more than normal. Other roads' reports show: New York Central, 3,280; Lehigh Valley, 2,345; Pennsylvania lines West, 1,600; Boston & Maine, 1,350; Delaware, Lackawanna & Western, 1,192; Buffalo, Rochester & Pittsburgh, 784; Delaware & Hudson, 386; Michigan Central, 750; Nickel Plate, 1,183; New Haven, 913; Philadelphia & Reading, 564.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.	Originating District	Rate per Gross Ton of 2,240 lbs.
Baltimore, Md.	Pittsburgh	\$2.15
Chester, Pa.	Pittsburgh	2.15
Harrisburg, Pa.	Pittsburgh	2.15
Johnstown, Pa.	Pittsburgh	2.15
Lebanon, Pa.	Pittsburgh	2.15
New York, N. Y. (37th)	Pittsburgh	2.15
New York, N. Y. (34th)	Pittsburgh	2.15
Philadelphia	Pittsburgh	2.15
Spartanburg, S. C.	Pittsburgh	2.15
Steelton, Pa.	Pittsburgh	2.15
South Bethlehem, Pa.	Pittsburgh	2.15
Syracuse, N. Y.	Pittsburgh	2.15
To ATLANTIC PORTS via P. R. R.	Pittsburgh	2.15
Greenwich local	Pittsburgh	2.15
Greenwich, Conn.	Pittsburgh	2.15
South Amboy, P. O. B.	Pittsburgh	2.15
Harsimus Cove	Pittsburgh	2.15
Greenville	Pittsburgh	2.15
Canton, Md. local	Pittsburgh	2.15
Canton, Md. export	Pittsburgh	2.15
To ATLANTIC PORTS via B. & O.	Pittsburgh	2.15
St. George for Export	Pittsburgh	2.15
Philadelphia Coal Piers	Pittsburgh	2.15
Philadelphia for Export	Pittsburgh	2.15
Curtis Bay Piers	Pittsburgh	2.15
Curtis Bay for Export	Pittsburgh	2.15

The rate from the Fairmont District to Johnstown is 78c. Monongahela Railway to state line, 85c. below state line to Fairmont 55c.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa. from points on the Smithfield & Maestown Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.	Originating District	Rate per Net Ton of 2,000 lbs.
Canton, O.	Pittsburgh	\$1.10
Chicago, Ill.	Pittsburgh	1.10
Cleveland, O.	Pittsburgh	1.10
Columbus, O.	Pittsburgh	1.10
Detroit, Mich.	Pittsburgh	1.10
Indiana Harbor, Ind.	Pittsburgh	1.10
Toledo, O.	Pittsburgh	1.10
Youngstown, O.	Pittsburgh	1.10
Lake Erie	Pittsburgh	1.10

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale south to and including Brownsville and Branson on the Pittsburgh, Virginia & Charleston railroad eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickinson Run and southwest to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, on the Pittsburgh, Virginia & Charleston except Branson and all Monongahela River railroad points, New York Central points east of Dickinson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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UNION NATIONAL BANK

HITCHMAN CASE AGAINST MINERS' UNION DROPPED

Withdrawal of Proceedings in Supreme Court Announced Yesterday in Washington.

WASHINGTON, April 23.—Upon motion of attorneys for the Hitchman Coal & Coke company of Washington, W. Va., contempt proceedings instituted by the company against President Frank J. Hayes and nine other officials and members of the United Mine Workers of America, filed in the Supreme court were today withdrawn.

The Hitchman company accused the labor leaders of violating injunctions restraining them from attempting to organize employees of the company. Injunctions were issued in 1907 by Federal Judge Dayton of West Virginia, who in a sweeping opinion declared the miners' union to be an illegal organization and forbade union solicitation by picketing, peaceful argument or persuasion of the company's employees. The circuit court of appeals reversed the district court's decision but the Supreme court upheld Judge Dayton with some modifications.

The company claimed that because of intimidation and threats of labor leaders since the injunction was issued the operation of its property had been curtailed and the tonnage reduced.

President Hayes and the other defendants, in a reply filed on March 4, asserted that any reduction in tonnage was not due to labor difficulties.

RUPTURE EXPERT HERE

Seely, World Famous in This Specialty, Called to Uniontown.

F. H. Seely, of Chicago and Philadelphia, the noted truss expert, will personally be at the Central Hotel and will remain in Uniontown Wednesday only, May 1st Mr. Seely says: "The Spermatum Shield will not only retain any case of rupture perfectly, but contracts the opening in 10 days on the average case. This instrument received the only award in England and in Spain, producing results without surgery, injections, medical treatments or prescriptions. Mr. Seely has documents from the United States Government, Washington, D. C. for inspection. All charity cases without charge or if any interested call, he will be glad to show same without charge or fit them if desired. Business demands prevent stopping at any other place in this section."

P. S.—Every statement in this notice has been verified before the Federal and State Courts—F. H. Seely—Adv.

MATT WELSH COMING

Uniontown Man, Fuel Inspector, Buys a Home.

M. J. Welsh an inspector for the fuel administration in this district, has purchased the property of Mrs. H. M. Kerr in South Arch street. Mrs. Kerr and daughters are residing temporarily with Mr. and Mrs. Edward Duggan of Greenwood, Mrs. Duggan being a daughter of Mrs. Kerr.

Mr. Welsh will move his family here from Uniontown.

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